

Montana and the sky



Department of Transportation - Aeronautics Division

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Senator Burns and Lt. Governor Rehberg visit Schafer Meadows



Senator Conrad Burns listens as Frank Bass makes his point.



Loren Smith and Senator Burns prepare dinner for the hungry workers.

Approximately 37 aircraft transported close to 100 people to Schafer Meadows July 19-21 to participate in the annual Schafer Meadows Work Session. Participants included Senator Conrad Burns and Lieutenant Governor Dennis Rehberg, who assisted volunteers with maintenance work on the wilderness airstrip and campground.

The Schafer airstrip is maintained through a cooperative effort between the U.S. Forest Service and the Montana Aeronautics Division. The Aeronautics Division coordinates with the Montana Pilot's Association and Montana Flying Farmers to provide the annual volunteer work session.♦



Lt. Gov. Dennis Rehberg admires the baron-of-beef meal provided by Loren Smith on Saturday evening.



The Board of Directors and general membership of the Montana Pilot's Association gathered for a meeting; joining the group was Senator Burns and Lt. Gov. Rehberg.



Meet John Rothwell

John Rothwell was appointed Director of the Montana Department of Transportation by Governor Stan Stephens.

Rothwell's experience in government includes service as Chairman of the State Tax Appeal Board and Director of the Montana Department of Highways.

In the private sector, Rothwell was owner and CEO of Gus & Jack's RV, Great Falls. He also owned and operated several tire and auto branch operations in Montana, North Dakota and Washington, and was a family partner in a cattle and grain ranch in the Great Falls area.

John earned his Bachelor's degree in accounting from Montana State University in Bozeman in 1959. He and his wife Shirley have three grown children.♦

Administrator's column

FAA draws heat from key aviation subcommittee members:

The FAA's proposal to require photo identification cards for pilots, plus requiring renewal every three years to help combat illegal drugs coming into our country, has drawn strong criticism from Senator Wendell Ford (KY), Chairman of the Senate Aviation Subcommittee and Senator John McCain (AZ), ranking minority member. The senators pointed out that the FAA can't keep up with existing requirements—let alone the additional workload associated with three-year renewal. And, they added, it would take years to implement photo identification cards.

The senators suggested alternate ways to achieve the objectives. These included using existing ID's, like a drivers' licenses or passports, which were previously recommended by the Aircraft Owners and Pilots Association (AOPA). It was understood that the FAA will take the recommendations under consideration before making a final decision.

☆☆☆☆☆

Research money for piston engine unleaded fuels: The Appropriations Committee recently allocated \$635,000 to FAA's Research, Engineering and Development budget for research aimed at developing unleaded fuels for aircraft piston engines. With the Clean Air Act of 1990, owners of aircrafts with piston engines are extremely concerned, and there is considerable doubt whether or not this act applies to piston aircraft engines.

☆☆☆☆☆

FCC extends deadline for radio requirements: The FCC extended the deadline to January 1, 1997, for aircraft radios to meet the .003% frequency tolerance. This action was in response to strong opposition by the Aircraft Owners and Pilots Association (AOPA), Experimental Aircraft Association (EAA), General Aviation Manufacturers Association (GAMA) and the Helicopter Association International (HAI). Approximately 93,000 radios are affected and cost for modification or replacement are expected to exceed \$232.5 million.

☆☆☆☆☆

FAA modifies pilot medical form: After reviewing input from many aviation organizations—the Aircraft Owners & Pilots Association (AOPA), Experimental Aircraft Association (EAA) and even the U.S. Office of Management and Budget—the FAA modified the medical application form used by pilots and students applying for flight medical certificates. Pilots will now only have to report traffic convictions related to alcohol and/or drug offenses, and suspensions, revocations, education and rehabilitation programs associated with these convictions. The one thing the FAA didn't include was an amnesty program protecting pilots from enforcement actions if they voluntarily disclosed any past convictions on past medical application forms. The amnesty program was and continues to be of great concern. Efforts are ongoing to change the FAA's position on this issue.♦



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John Rothwell, Director

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Linda Marshall awarded flight scholarship



Sixteen flight scholarships for advanced flight training were awarded in July at the Annual Convention of The Ninety-Nines, an international organization of over 6,000 women pilots. The scholarships, awarded each year to members seeking to advance their aviation careers, are in memory of Amelia Earhart.

Linda began her flying career in 1979 to get over her fear of flying. Her husband, Bob, was almost through his private pilot training when she decided that before she was getting into any airplane with anyone, she was going to learn how to land one. By 1983 she was a flight instructor with more than 400 hours logged.

In addition to working in an auto salvage company that she and her husband own and operate, she is active in the Montana Chapter of the Ninety-Nines—serving as vice-chairman, chairman and co-host of the Northwest Section meeting. She's worked with aerospace education and is a member of the Civil Air Patrol, serving as its check pilot.

Linda, whose goal is to work for the FAA or National Transportation Board, will use her scholarship to obtain her multiengine rating. ♦

FCC amends aviation service rules

The Federal Communications Commission amended the Aviation Service Rules specifying the frequency tolerance of radiated emissions for VHF aircraft radios. This was accomplished by "grandfathering," until January 1, 1997, all VHF aircraft station radios with a frequency emissions tolerance of 50 parts per million.

The decision to amend frequency (emissions) tolerance requirements was made in 1984 for aircraft station radios operating in the frequency bands from 100 MHz to 470 MHz.

FCC allowed the compliance date to slip because of the apparent economic impact on general aviation users, who would be required to replace or make equipment modifications ranging from \$60.5 million to \$232.5 million.

The flip side to FCC's delaying action may force some FBO's and repair stations to rethink business plans, as projections for sales and modifications are likely to change.

The commission believes this action reduces the hardships for general aviation aircraft owners while encouraging the nationwide implementation of the FAA's 25 KHz channel plan. ♦

Ferguson attends ceremony

The Loran-C Mid-Continent Gap Closing Dedication Ceremony was held in May at El Paso, Texas. The low-cost, supplemental radio navigation service is attractive to general aviation and rotorcraft pilots and marks a significant step to meet demands for improved air traffic services. ♦

(Photo below—Mike Ferguson points near Havre where a new master station is located. Clay Wilkins, Executive Director of Texas Dept. of Aviation, points to the new station in Texas.)



Calendar

August 2-4 - MAAA Fly-in, Three Forks.

August 7-11 - Airshow Canada, Abbotsford, BC.

August 9 - Aeronautics Board Meeting, West Yellowstone.

August 10-11 - Fly Pocatello '91, Pocatello, ID.

August 10 - Cavanaugh Bay Campout, ID.

August 18 - Ennis Southwest Hangar, MPA, Fly-in.

August 22-25 - Ninety-Nines 1991 Northwest Section Meeting, Holiday Inn, Bozeman.

August 31 - Sept. 2 - Fly-in, Yellowstone Airport, West Yellowstone.

Sept. 6-8 - MPA Fall Fly-in, Beacon Star Airfield, Lewistown camping, motels, food, transportation, dance, directors' meeting.

Sept. 12-15 - Reno Air Races.

Sept. 22 - Felts Field Air Show, Spokane.

Sept. 20-22 - Mountain Search Pilot Clinic, Kalispell.

Sept. 28 - AOM Board Meeting, Helena.

Oct. 4-6 - EAA 20th Annual Copperstate Fly-in, Lovefield, Prescott, AZ. For more information call 800-477-0046.

Oct. 4-6 - Montana Flying Farmers Convention, Copper King Inn, Butte.

Dec. 7 - 50th Anniversary Confederate Air Force moves to Midland, Texas.

Jan. 16-17, 1992 - 16th Annual Aerospace Education Symposium, USAF Academy, CO.

Feb. 7-9, 1992 - Flight Instructor Refresher Clinic (FIRC), Helena.

Feb. 26-29, 1992 - Montana Aviation Conference, Bozeman. ♦

Schafer Meadows



These folks peel and set fence posts to replace old fencing; an ongoing project.



A new picnic table top was built and installed. No power tools or equipment are allowed in the wilderness area.



Elsie Johnson, Phyllis Meierhenry, Debbie Aike and daughters Danielle and Nicole, were the crew in charge of removing large rocks and other obstructions from the runway.



Our good friend, Bill Miller, Bureau of Aeronautics Chief, Idaho Transportation Department, dropped by to say "hello."

Are you afraid of flying?

Do you avoid flying? Would you like to enjoy your next flight? Ed "Dutch" Trautwein of Rocky Mountain College, and a former airline pilot, will conduct a concentrated fearful flyer workshop September 23-27.

The workshop will be held at the Fireside Lounge, Rocky Mountain College, Billings. Class will be from 6:30 - 9:30 pm.

Relaxation exercises will be practiced, fears discussed and all questions answered. When the workshop concludes, an optional "graduation flight" will take place.

Enrollment is limited. For further information, contact Rocky Mountain College at 657-1060.♦

Yellowstone maintenance report

By: Jeffrey L. Heaney, Manager, Yellowstone Airport

The Yellowstone Airport's runway-taxi markings were repainted through a cooperative effort resulting from the creation of the Department of Transportation. The Highway Division paint crew typically works out of the Bozeman Maintenance Yard and services the surrounding areas. The crew was at the Yellowstone Airport for four days in early July. The workers made several adjustments to their equipment due to the considerable differences in the application of paint in runway-taxi markings versus typical highway applications. With their skill and perseverance, the paint project was a complete success. Over 2400 gallons of white and yellow paint were applied to the runway. Many thanks to the paint crew—Jerry Francisco, Howard Alverson, Larry Little and Maintenance Foreman Jerome Dyba—for their cooperation and good work.♦



Fly-in and safety expo

Over 200 aircraft arrived in Kalispell to participate in the 5th Annual Family Fly-In and Safety Expo held July 5-7. The annual event is designed to improve the knowledge and proficiency of general aviation pilots.

A group of select speakers provided a full spectrum of information on a variety of aviation safety issues.

The annual event is sponsored by the Federal Aviation Administration and Montana and Idaho State Aeronautics. It's supported by many local and national businesses and organizations. ♦



John Maxstead, Idaho Aeronautics (pictured) and Fred Hasskamp, Montana Aeronautics, conducted a density altitude clinic.



Chris and Laurie Musgrove of Flightcraft in Seattle took part in the trade show held in conjunction with the expo.



Captain Richard Richards, NASA, presented a spectacular program on the space shuttle.



An enjoyable barbecue at Lions Park.



Mike Ferguson receives a "prize" from John Goostrey.



A temporary control tower erected at the Kalispell City Airport helped assist traffic.



Over 50 seminars were conducted at the Outlaw Inn.



Bob Colby and his father pose beside their 1928 Curtis Robin.



Art Wells, Manager, Helena Flight Service District Office, accepts an award.



Rosen Products, Eugene, Oregon, was one of the 20 booths participating in the show.

Yellowstone fly-in:

By: Gerald C. Burrows, Chief
Airport/Airways Bureau

A fly-in is planned from August 31 to September 2; (Labor Day) on the Yellowstone Airport.

Fred Hasskamp, Chief of the Safety and Education Bureau, will provide a Density Altitude Clinic. There will be prizes for various aircraft categories and free camping for pilots. Be sure and try our new portable heated shower—it's just like home (almost).

Special meals are being arranged. Depending on the response, a fly casting course will be conducted on the airport or in town. Did I say prizes?

Cars are available from Avis, National and Pay Less, and flights can be arranged through Skywest Airlines and Yellowstone Aviation. There's also a cafe on the field.

There are lots of things to do. Plan to visit the interagency fire control center and smoke jumper base—if they're not fighting fires. Square dancers from across the nation will be attending the annual Knothead Jamboree in West at this same time. And finally, West Yellowstone and Yellowstone Park are always an enjoyable break.

The number for West Yellowstone motels is 800-521-5241, or write for a complete list.

Motels that support the airport are:

Ambassador Quality Inn
phone: 646-7365

Big Western Pine
phone: 646-7622

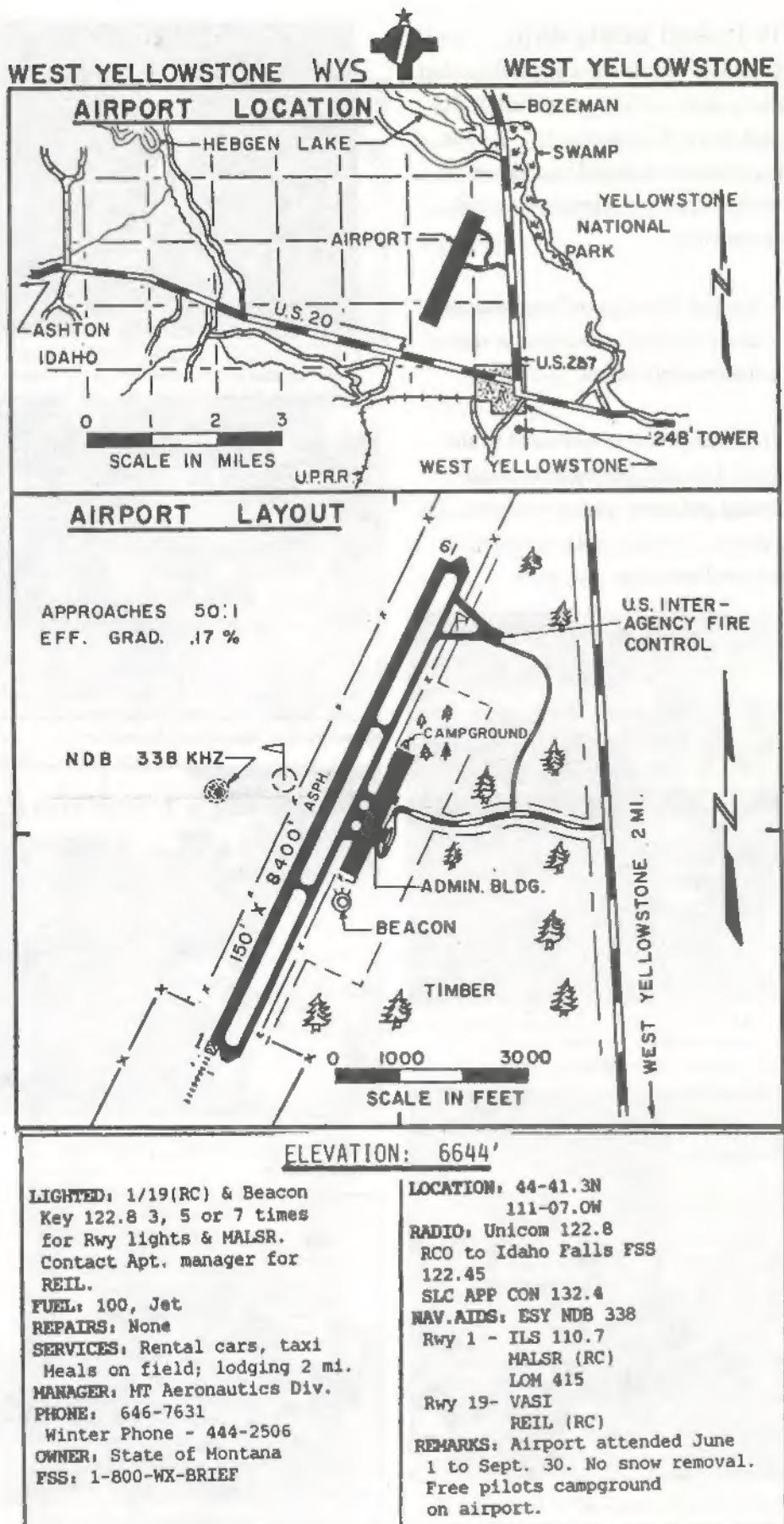
StarLite Motel
phone: 646-7656

Stage Coach Inn
phone: 646-7381

Madison Hotel
phone: 646-7745

Super 8 Lodge
phone: 646-9584.

For more information, call Montana Aeronautics at 444-2506, or Yellowstone Airport at 646-7631.♦





Weather briefing products

By: Paul F. Eyssautier
National Weather Service,
Great Falls

The increased availability of computerized self-briefing programs for pilots requires they become more familiar with reading and interpreting National Weather Service (NWS) and FAA products. The safety of the pilot, and their passengers and cargo, may very well depend on how accurately these products are understood.

Following is a brief summary of several important products available to the pilot through current computerized self-briefing programs. Retrieving these products will, in most cases, assure the pilot of receiving vital information regarding hazards they may encounter in their route of flight.

Area Forecast - This is a plain language forecast that is transmitted three times a day for specific regions of the United States. This bulletin was recently revised. Now there are two major sections: Hazards to Flight, and Synopsis and VFR Clouds/Weather. The Hazards section provides a listing of potential hazards and the states affected. This alerts the pilot to problem areas they should further investigate. The VFR Clouds/Weather section first provides a synopsis of weather systems affecting the region. This is followed by a description of weather conditions meeting VFR requirements. If there are any IFR conditions and/or mountain obscurement, a statement will alert you to check AIRMET Sierra for a description of IFR conditions, or mountain obscuration.

AIRMETS - It is imperative that pilots check all AIRMETS applicable for their route of flight. Details of hazards such as turbulence and icing, plus IFR conditions, are no longer available in the area forecast. As previously mentioned, AIRMET Sierra provides details for IFR conditions and mountain obscuration. AIRMET Tango gives details concerning turbulence, and AIRMET Zulu concerns icing and freezing levels. Heights mentioned in the Airmets are always specified in hundreds of feet above mean seal level (MSL). Exceptions will be noted by a CIG designator or suffixed with AGL (Above Ground Level).

Non-convective SIGMETS - Are issued for several phenomena considered hazardous to flight operations. These include volcanic activity, severe or

extreme turbulence not associated with thunderstorms, severe icing outside of thunderstorm activity, widespread dust storms, sandstorms or volcanic ash lowering surface or flight visibility below three miles.

Convective SIGMETS - Are issued hourly for severe thunderstorms and tornadoes, as well as for embedded thunderstorms, lines of thunderstorms, or areas of thunderstorms meeting specific criteria. Specific details about hail occurrence, wind gusts, thunderstorm tops, location and movement are given.

Forecast Winds Aloft - The FD Winds are an alpha-numeric product that gives winds from 3,000 feet to 39,000 feet MSL for specific locations. The wind and temperature forecasts are six or seven character groups symbolically identified as DDFF+TT, where DD is the wind direction, FF the wind speed and +TT the temperature. The temperature will be either positive, or negative from 3,000 feet MSL to 24,000 feet MSL. Above 24,000 feet MSL the sign is omitted, since temperatures are negative. If the wind speed is 100 knots or more, 100 is subtracted from the speed and 50 is added to the direction. For example, a wind of 95 knots from 250 would be coded as 2,595. However, a wind of 105 knots from 250 would appear as 7,505.

There are numerous other products available for the pilot. Some self-briefing programs have graphic capability allowing the pilot to view radar charts, weather depiction maps, low level surface forecasts, upper air analysis and high level significant weather forecasts.

For further information concerning interpretation of weather products contact the nearest NWS or FAA office. They're listed in the telephone book under United States Government. An FAA Flight Service Station is listed under Department of Transportation/FAA/Flight Service Station. The National Weather Service office is listed under Department of Commerce/National Oceanic and Atmospheric Administration/National Weather Service.

When calling the FSS for a flight briefing and using a touch-tone telephone, there is the option of receiving assistance from a flight service specialist. A pamphlet entitled "How to obtain a Good Weather Briefing" is also available through the FAA. It has very good information concerning pilot weather briefings and available products.♦

Tool scholarship awarded

Scott Reilly, Helena, was awarded a \$250 Aircraft Mechanic Tool Scholarship. Reilly graduated from the Helena Vo-Tech aviation maintenance program as the top student in his class.

Pictured above are Fred Hasskamp, Scott Reilly and Hal Keilman, Powerplants Instructor, Helena Vo-Tech.♦



National Weather Services celebrates 100 years

An open house at the National Weather Service in Helena was held June 19, in honor of its 100th birthday. Visitors were given a tour of the facilities and were served refreshments.

Pictured are Gina Loss, Meteorologist, Tim Ross, Meteorologist-in-charge (seated at computer) and Maurice Wymore, Forecaster.♦

FAA issues certificates

Private

Philip Baird	Judith Gap
Richard Barnes	Helena
Peter Bjerre	Stromfjord
T. Calderwood	Missoula
Randy Garrison	Plains
Morris Haugse	Billings
Michael Hier	Lambert
Richard Hier	Stevensville
Randall Keller	Missoula
Craig Messerman	Worden
Paul Ruechel	Shepherd
Robert Smith	Cooke City
Gary Steingas	Missoula
Arvin Wilson	Peerless

Instrument

Leroy Anderson	Billings
Daniel Brimhall	East Helena
Keith Iverson	Billings
David Lepoidevin	Harrison
Edward Maronick	East Helena
William Mayo	Colstrip
William Metz	Laurel
Alan Mikkelsen	St. Ignatius
Wallace Walker	Big Timber

Multiengine

Robert Armstrong	Helena
Dar Glenn Schmid	Billings
Stuart Smishek	Red Lodge
William Sobrero	Ulm

Commercial

Monte Baer	Ronan
Alan Mikkelsen	St. Ignatius
Sea	
Robert Heckel	Kalispell
Glider	
Raymond Ross	Bozeman
ATP Single Engine Land	
Scott Jacox	Billings

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